Grounding of Aircraft due to non-availability of spare parts

1130. SHRI TINDIVANAM G. VENKATRAMAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) how many planes of India Airlines and Air India were grounded for want of spare parts in recent months;

(b) is it not a fact that the Air India and Indian Airlines though within their full knowledge and cognizance of spares requirement of these planes they did not take proper and timely steps to get spares;

(c) who is responsible for this gross neglect of duty in the purchase of spares to planes;

(d) what is the total amount of loss incurred by the Government of India due to the grounding of these Air India and Indian Airlines planes; and

(e) what action has been taken against the official involved?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (d) The information is being collected and will be laid on the Table of the House.

Delay in Delhi bound IC-490 flight

1131. SHRI NYODEK YONGGAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the Unstarred Question No. 473 given in Rajya Sabha on 14th July, 1992 and state:

(a) the number of time Indian Airlines reached at respective destinations late during the last one year, month-wise and destination-wise;

(b) whether on 14th June, 1992 Delhi bound IC-490 coming from Dibrugarh departed by 4 hours late from Bagdogra airport; and

(c) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) As per the practice followed by most of the airlines world-wide, Indian Airlines maintain statistics of flights at the time of their departure. From July, 1991 to June 1992, out of a total of 89,037 flights operated, 22,882 flights of Indian Airlines got delayed.

(b) and (c) IC-490 was delayed by 2 hours and 40 minutes due to rectification of a snag on the aircraft.

Amendment of Rubber Act

1132. SHRI KRISHAN LAL SHARMA: Will the Minister of COMMERCE be pleased to state:

(a) whether it is a fact that Government propose to introduce an amendment Bill to the Rubber Act this year;

(b) whether it is also a fact that the Bill, if passed, is likely to adversely affect the small and tiny rubber goods manufacturing units in the country and harm the interest of poor people, farmers, etc.;

(c) if so, whether Government have also been urged to withdraw the amendment bill; and

(d) if so, whether Government propose to withdraw this Bill and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI SALMAN KHURSHEED): (a) The Rubber (Amendment) Bill, 1992 has already been introduced in the Lok Sabha on 12th March, 1992.

(b) An enhancement in the rate of duty of excise will be in the overall interest of the manufacturers, farmers, etc. as implementation of the development activities of the Rubber Board will only help in easy availability of natural rubber. As such, any increase in the duty of excise would not adversely affect the